

Plan Elements

This section presents the main portion of the Plan: the goals, policies, and recommendations which address each of the six major elements covered by the Plan:

- . Parks and Open Space
- . Transportation and Traffic
- Business District
- Housing and Land Use
- Public Safety
- . Community and Culture

The recommendations presented below are intended for implementation by the City, MoCA, and other community organizations over both the near term and long term.

The recommendations were originally drafted by each of the topical subcommittees and then reviewed by the Planning Committee. Although each of the subcommittees met independently over the course of the Phase II planning period, an overall Planning Committee meeting was held each month to share each sub-committee's progress, concerns, and recommendations,

Many of the issues that confronted the Planning Committee defied categorization and thus were addressed by more than one subcommittee. For example, streetscape design and pedestrian safety were addressed by the Transportation Committee for the overall urban village and by the Parks and Open Space Committee in its "green streets" policies.

As a result of this overlapping, some recommendations appear, in similar form, several times throughout the Neighborhood Plan. Also, the recommendations presented above under Key Strategies are repeated under the sections dealing with each plan element below,

There are also issues which were of concern to our community but which affect West Seattle as a whole. Our plan has goals, policies and recommendations which address those issues and are presented within the individual elements which follow. They are also summarized in a separate "West Seattle wide" section (see page 80).

It is important to remember that these are recommendations, and not detailed plans. As the details of projects and specific recommendations are developed in the future, the community will have a better opportunity to visualize them and participate in their development. MoCA is committed to open and inclusive community involvement.

Parks and Open Space

The Morgan Planning area and Urban Village do not meet the goals for a residential urban village set forth in the 1994 Seattle Comprehensive Plan and 1993 Parks and Recreation Comprehensive Plan. These goals stipulate a minimum of 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden. Thus it was a high priority of the Parks and Open Space Committee to meet these goals "by developing a strategy to provide additional "Breathing Room" in the Morgan Junction neighborhood, particularly in the business district and in residential area where open space is lacking.

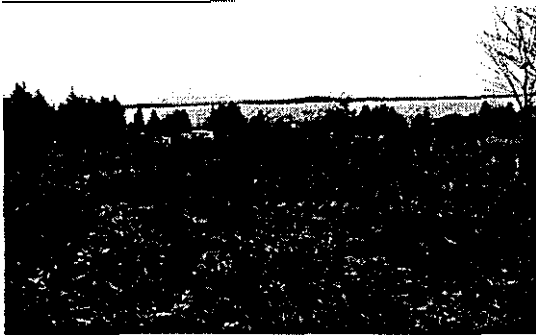
While currently there are no parks within the original proposed Urban Village Boundary, due to its topography, the larger Morgan Junction Planning Area contains several valuable areas of natural, and mostly undeveloped, open space. To further open space linkage, the parks and open space committee researched and created a detailed matrix of city-owned rights-of-way, open spaces, substations and other publicly-owned properties. With this matrix and planning area maps in hand, several walking and driving tours were conducted during the Phase II planning process. The group explored the supply of existing natural open spaces and parks surrounding the community, including Pelly Place, Lowman Beach Park, Lincoln Park and Lincoln Park Annex, Orchard Street Ravine and the Myrtle Street Reservoir area, and looked for other areas that might hold potential for open space, such as the Eddy Street Ravine. Due to time, manpower and budgetary constraints, no targeted outreach was made to adjacent property owners in these areas,

From this information base, the Parks Committee developed goals, policies and recommendations to meet or exceed the standards of the Comprehensive Plan and to provide a framework to enhance and better utilize our neighborhood resources and opportunities. Key discoveries and ideas that developed during Phase II planning include:

- Several steep-sided natural ravines run generally east-west to Puget Sound and are the neighborhoods' primary potential open space resource. This ravine topography loosely forms an arc or crescent of green space extending from the business district to Puget Sound and back east to 35th Avenue SE. Named the "Green Crescent" during Phase II planning, this natural system of open space becomes both backbone and future planning focus for Morgan Junction parks and potential open space, greenway trails and linkages, and urban forest/native habitat restoration and enhancement,
- Recent redevelopment of the Thriftway in Morgan Junction creates opportunities for a new community plaza near the heart of the business district, in the triangle bordered by 42nd Avenue SW, SW Morgan St, and Fauntleroy Way SW. Seattle City Light's Morgan Substation to the east will become surplus in 2002 and could extend opportunities for a public plaza in this general area (See more complete discussion of this idea, including a traffic study, in the Traffic and Transportation section beginning on "page 52,
- Eddy Street Ravine has an unimproved street right-of-way near Morgan Junction and, if it could be classified as open space, could present potential opportunities for native habitat restoration and public access. In addition, old timers in the community remember when the small stream within the ravine actually had spawning salmon. This information stimulated the

idea of re-creating this “historic” salmon stream within the ravine and connecting it to Puget Sound. It was discussed that further exploration of the ravine as an open space and potential salmon stream would have to include current wastewater, stormwater and sewer drainage as the viable stream existed prior to a storm drain/sewer system that channels effluent and wastewater to the Lowman Park Sewage Holding Pond. After appropriate due diligence, there is potential for development of a pocket park where the Eddy Street right-of-way meets California Avenue SW in the business district.

- Relatively short walking distances separate existing open spaces, such as Pelly Place, Lowman Beach Park and Lincoln Park and the Eddy Street Ravine area. A system of pedestrian trails connecting open spaces and parks may utilize existing rights-of-ways along scenic, view-oriented, topographically interesting and pedestrian-friendly streets.



View from Lincoln Park Annex

- An undeveloped, easily-accessible portion of Lincoln Park Annex adjacent to SW Webster Street has been proposed as a community garden by local residents for some time. In addition, a built fill soil terrace with views to Puget Sound and the existing wooded hillside within the largely undeveloped park provide opportunities for a viewpoint; picnicking and native habitat restoration.

- Open space parcels along SW Orchard Street make up the Orchard Street ravine, which provides opportunities for trails, wildlife habitat restoration and interpretive signage.

- = The City plans to cover the Myrtle Street Reservoir in the future with a soft-cover lid, thus creating opportunities for additional recreation and community-related activities within the reservoir site.

- Several other small undeveloped public parcels and/or rights-of-way fall within the Green Crescent, which can strengthen and enhance pedestrian trails and open space linkages.
- Outside of the Green Crescent, development is dense with few opportunities for additional open space. To promote pedestrian linkage from these dense residential areas to the Crescent, business district, Puget Sound shoreline and other West Seattle neighborhoods, a grid of existing residential streets could be developed as “green streets” and pedestrian ways. These streets would be a focus for future street tree planting.
- The alleyways east and west of California Avenue SW are generally uninterrupted and paved within Morgan Junction and provide unique opportunities for pedestrian and bicycle linkage to places-of-interest in greater West Seattle. These alleyways are named Junction Way East and Junction Way West in both the Morgan Junction and West Seattle Junction plans.
- Fauntleroy Way SW, California Avenue SW, 35th Avenue SW and, to a lesser extent, Beach

Drive SW are major arterials through Morgan Junction. Along its curvilinear alignment, Fauntleroy Way SW creates several triangular-shaped parcels, which are existing open space or undeveloped right-of-way areas, Landscape, pedestrian and/or community gateway improvements to these triangles and other rights-of-way areas along all the arterials would “green” the streets and, make them more pedestrian-friendly. During planning, the transportation committee suggested the possibility of a planted median within Fauntleroy Way SW- an idea enthusiastically supported by parks and open space advocates,

With such a vast array of park, open space and trail opportunities within the Morgan Junction planning area, the greater challenge is setting priorities. The over-riding concept of the Green Crescent provides the focus for planning and prioritization. The proposed system of linkages - trails, pedestrian greenways and boulevards - complements and connects features of the Green Crescent both within Morgan Junction and to other West Seattle neighborhoods”,

Six opportunities in particular stand out as having particular potential and are outlined below with elements that could be considered in future projects, All six of these opportunities would “clearly require additional study, programming and design, and community input processes. Currently a traffic study the impacts for various options for the proposed Community Plaza is underway, with funding from a Department of Neighborhoods grant,

Morgan Community Plaza (for more information see Transportation section, page 52.

Description:

- Existing .1+ acre City-owned right-of-way
- Located south of Fauntleroy Way SW&east of California Avenue SW, adjacent Thriftway
- Space potentially contributing to the plaza could include the triangular traffic island with existing Metro bus stop and landscaping, existing SW Morgan Street from Fauntleroy Way SW to 42nd Avenue SW, and future space available from the surplus of the Seattle City Light Morgan Substation in 2002,

Potential Opportunities:

- Neighborhood gathering place
- Improved bus stop
- Shelter with cafe-style tables& benches
- Community bulletin board or kiosk
- Public art
- Landscaping and buffer along Fauntleroy Way
- Simplified, traffic flow



Eddy Street Ravine

Eddy Street Ravine and Pocket Park

Description:

- Approximately 3.8 acres of street right-of-way
- Located west of California Avenue SW to 47th Avenue SW, along curve of SW Eddy Street
- Steep-sided ravine with remnant stream and wildlife habitat

- Morgan Junction's largest undeveloped street right-of-way

Potential Opportunities:

- Pocket Park at California Avenue SW/SW Eddy Street right-of-way
- Native Plant and Wildlife Habitat Restoration
- Re-create the Historic Salmon Stream within the Ravine
- Neighborhood Trail (wood chip surface)
- Interpretive or Educational Signage

Lincoln Park Annex P-Patch, Panoramic Viewpoint and Native Habitat Area

Description:

- Existing City park land
- Located east of Fauntleroy Way SW between SW Webster Street and SW Fontanelle Street
- Existing tennis courts along west end are only formal development at present
- West-facing slope with upper plateau (on fill) and unfilled wooded ravine area extending to 44th Avenue SW.

Potential Opportunities:

- Community garden (south edge)
- Panoramic viewpoint & picnic area (plateau)
- Natural terraced seating on existing slope
- Native habitat enhancement of wooded area
- Interpretive signage

Orchard Street Ravine

Description:

- Approx. 1 acre of City-owned rights-of-way and open space
- Located along SW Orchard Street east of California Avenue SW to 36th Avenue SW
- Steep slopes and ravines along quiet residential street

Potential Opportunities:

- Native plant and wildlife habitat restoration
- Neighborhood trail (wood chip surface) and stairways
- Interpretive or educational signage

SW Myrtle Street Reservoir Park

Description:

- Existing City Water Department property
- Located west of 35th Avenue SW between SW Willow Street & SW Myrtle Street
- Highest point in the City with sweeping views; small viewpoint area already developed
- Existing reservoir and water towers



View from Myrtle Street Reservoir

- Reservoir maybe covered with softcover in the future, and security fences could be moved closer to the reservoir edge

Potential Opportunities:

- City High Point/Viewpoint Enhancement
- Loop Trail & Jogging Trail
- Active Family-oriented Recreation

**Junction Way East and Junction Way West (pedestrian- and bicyclist-friendly alleys)
(Pedestrian-oriented north-south alleys connecting neighborhoods)**

Description:

- Existing north-south public alleys, directly east and west of California Avenue SW
- Currently used by pedestrians/bicyclists; Alleys provide access to back doors of businesses in The Junction

Potential Opportunities:

- Junction Way East: Enhance alley for pedestrian/bike use from Fauntleroy Way SW (and possible Morgan Community Plaza) north to SW Charlestown Street (through West Seattle Junction to Admiral District)
- Junction Way, West Enhance alley for pedestrian/bike use from east end of Eddy Street Ravine to SW Brandon Street; (Continues intermittently through West Seattle Junction.)

Goals, Policies and Recommendations

Goal 1: “Pursue future open space acquisition through purchase, donation, or land trade to provide additional “Breathing Room” in the Morgan Junction neighborhood.

Policy 1.1 Achieve 1994 Seattle Comprehensive Plan and 1993 Department of Parks and Recreation Comprehensive Plan goals for a residential urban village, including a minimum 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden.

Policy 1.2 Provide additional open space within the Morgan Junction business district.

Policy 1.3 Add open space to residential areas of the neighborhood that currently lack green space or “breathing room”,

Recommendation: Acquire the Seattle City Light substation on Morgan Street for possible future park/plaza space and/or reconfiguration of street intersections in order to support the Green Crescent while at the same time improving traffic flow and pedestrian safety.

Goal 2: Preserve and maximize opportunities for public open space and pedestrian/bicycle trails.

Policy 2.1 Keep unused and unimproved street rights-of-way and alleys in city ownership.

Policy 2.2 Eliminate encroachment on unused and unimproved street and alley rights-of-way.

Policy 2.3 Identify unused and unimproved public rights-of-way with clear public signage to encourage public use.

Goal 3: Create and develop opportunities for public open space and trails.

Policy 3.1 Unify and enhance existing green space elements to create a "Green Crescent" of open space areas; trails and "green streets" as a framework for open space planning, and to provide pedestrian links throughout the neighborhood,

Policy 3.2 Reclaim underutilized portions of currently used street rights-of-way to develop open space and trail opportunities,

Policy 3.3 Capitalize on opportunities within the business district to create public open space/plazas that serve as community gathering places,

Policy 3.4 Work with appropriate city departments to ensure adequate maintenance of all existing and future green elements in the Green Crescent.

Recommendation: Develop a "green crescent" that would run from the Reservoir park at 35th Avenue SW and SW Myrtle Street, through SW Orchard Street Ravine, to the Lincoln Park Annex, through the Pelly Place/Lowman Beach Park area, and up through SW Eddy St Ravine or alternative greenlink, into the center of the Morgan Junction business district. Development of each element of the "Green Crescent" should be preceded by a feasibility study which would assess environmental impacts to sensitive ecosystems, slope stability, adjacent and surrounding property owner concerns, maintenance, safety, funding and legal implications as applicable.

Recommendation: Preserve the Eddy Street Ravine as a natural ecosystem. In consideration of any future enhancements of the ravine, balance the sensitivity of the Eddy Street Ravine ecosystem and impacts on neighboring residents with public access via the "Green Crescent".

Recommendation: Utilize the Eddy Street right of way where it meets California Ave SW to create a pocket park in the business district and create a natural separation between the pocket park and the ravine. In the event of future enhancements of the SW Eddy Street ravine; redesign of the buffer maybe needed,

Recommendation: Redevelop and renovate the Lincoln Park Annex with a panoramic viewpoint and picnic area, natural terraced seating on the existing slope and interpretive signage.

Recommendation: Develop a community garden, potentially located at the Lincoln Park Annex.

Recommendation: Improve the SW Orchard Street Ravine by restoring native plant and wildlife habitat, constructing a neighborhood trail and stairways, and installing interpretive or educational signage.

Recommendation: When the open reservoir at 35th Avenue SW and SW Myrtle Street is covered, move the security fencing closer to the reservoir and create usable open space for family-oriented activities,

Recommendation: Create neighborhood trails map and install effective signage to highlight the “Green Crescent” route and other greenlinks.

Recommendation: Develop a green space at Holly Place SW intersection with Fauntleroy Way SW and 45th Avenue SW.

Goal 4: Provide safe, aesthetic street and/or alleyways for pedestrian and bicycle travel

Recommendation: Provide, and identify with signage, an on-street and on-alley non-motorized transportation network coordinated with and complementary to the open space and trail system.

Recommendation: Create “green streets” link for pedestrians on the alleyways east and west of California Avenue SW, extending from Morgan Junction north through the West Seattle Junction to the Admiral district named Junction Way East and Junction Way West on parks and open space plans.

Recommendation: Develop a walking/biking path along Beach Drive SW,

Goal 5: Preserve and enhance the neighborhood’s native habitat, ecosystems, and plant and animal species.

Policy 5.1 Re-vegetate parks and open spaces with native plants and reintroduce native species, such as tree frogs, to appropriate habitats,

Recommendation: Encourage the maintenance and restoration of native habitat and species in existing open space sites, including Pelly Place, SW Orchard Street Ravine, and the Lincoln Park Annex, as well as other areas such as the Eddy Street Ravine. Sponsor programs to increase awareness of property owners of the native habitat and species and actions they can take to maintain them.

Recommendation: Study the ecological, geotechnical and economic feasibility of recreating the historic salmon stream within the SW Eddy Street Ravine.

Goal 6: Improve neighborhood identity and aesthetics.

Policy 6.1 Develop neighborhood gateways at north and south entries into the Morgan Junction neighborhood and business district with associated open space and/or landscaped areas and signage.

Policy 6.2 Promote greening and beautification of the neighborhood with local citizen participation, including planting of appropriate street trees as approved by City arborist.

Policy 6.3 Enhance the health of the urban forest within existing parks and open space areas.

Recommendation: Develop a landscaped entryway in the existing triangles on either side of Fauntleroy Way SW at SW Juneau Street. Study other locations for gateway improvements.

Recommendation: Develop a long-term street-tree planting program to create a large grid overlay complementary to the trail system. Streets within this grid include SW Brandon

Street, SW Juneau Street, 49th Avenue SW, 46th Avenue SW, SW Morgan Street, SW Warsaw Street, 38th and 39th Avenues SW, 35th Avenue SW, SW Kenyon Street, SW Thistle Street and SW Webster Street.

Goal 7: Provide safer, greener and more aesthetically pleasing arterial streets through the neighborhood.

Policy 7.1: Focus improvements on Fauntleroy Avenue SW and California Avenue SW.

Policy 7.2: Improve aesthetics, pedestrian, bike and traffic safety with street trees, landscape features and public pocket parks.

Recommendation: Pending results of a traffic study, design and develop Fauntleroy Way SW improvements, including appropriate landscaping and street trees.

Recommendation: improve California Avenue SW streetscape with the installation of landscaping and street trees.

Community Response: *The Eddy Street Ravine Preservation Alliance had concerns and comments regarding the Parks and Open Space element. Their commentary is presented on page 37 in the Green Crescent Key Strategy section,*